

Pentagon City PDSP Amendment

Site Plan #105 – PenPlace

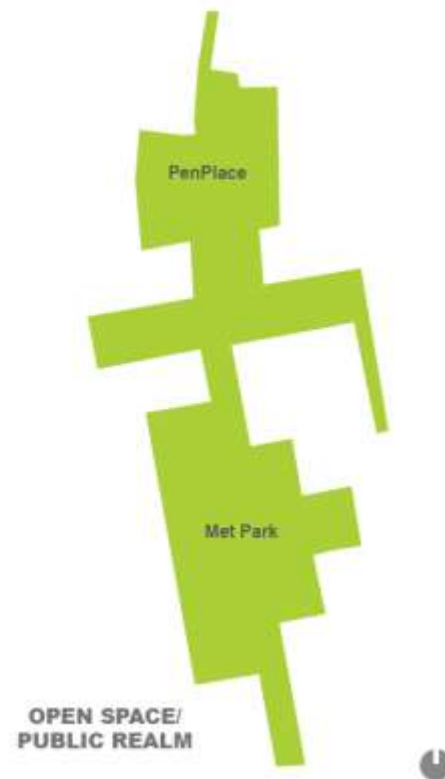
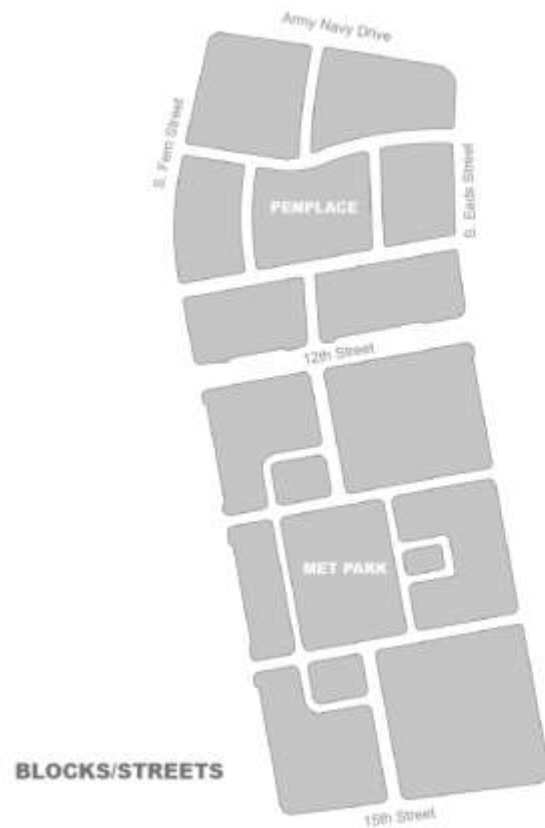


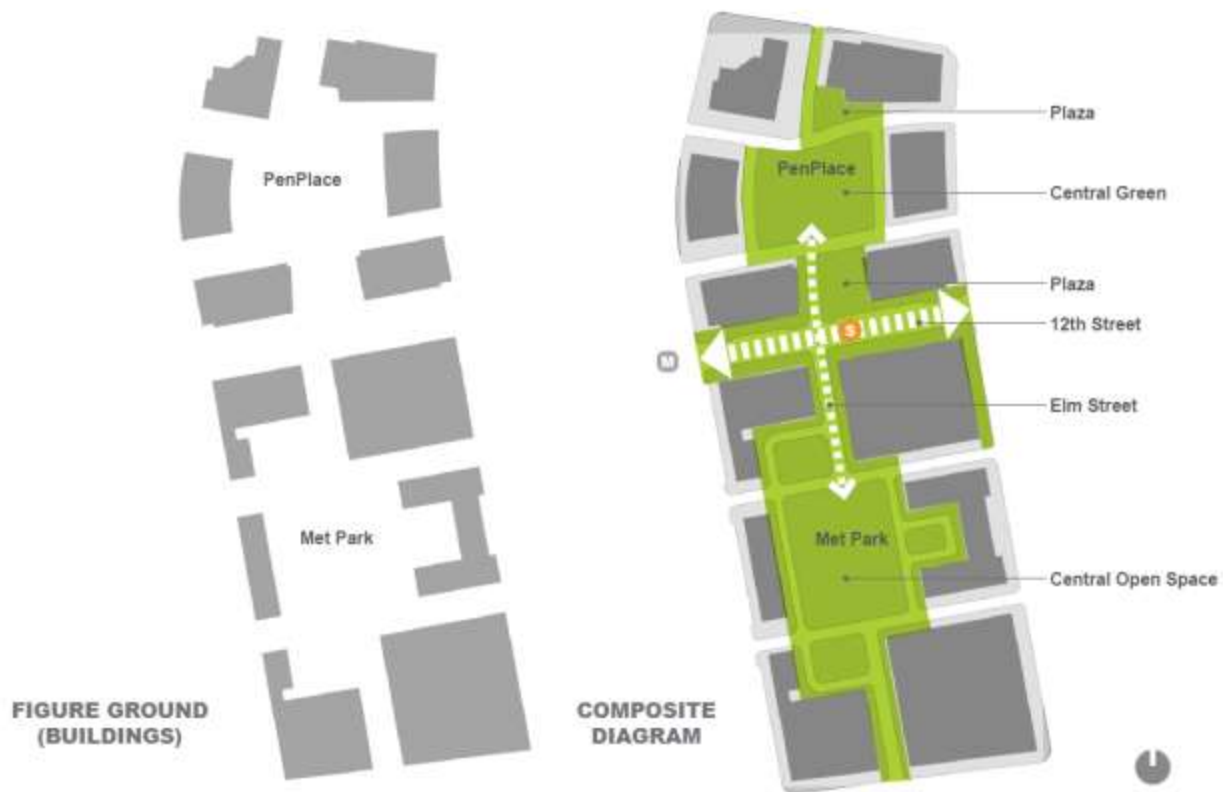








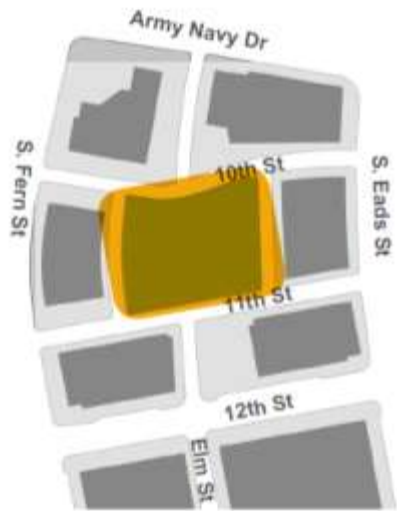










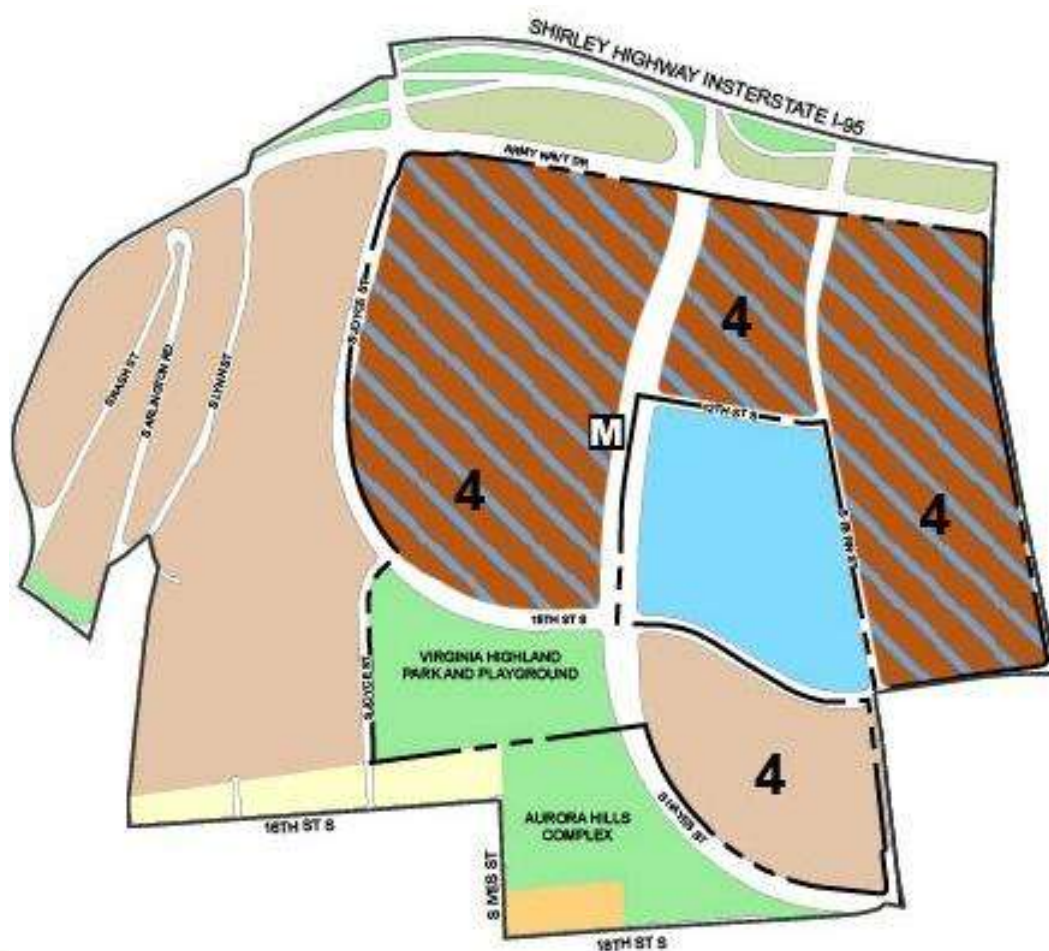




Actions

1. TDR Certification of “Teardrop Parcel” as a sending site
2. TDR Certification of PenPlace as the receiving site for “Teardrop Parcel” density
3. TDR Certification of PenPlace as the receiving site for “North Tract” density
4. TDR Certification of PenPlace as a sending site for TDR density
5. Approval of the PDSP Amendment request

GLUP Designation



Pentagon City General Land Use Plan

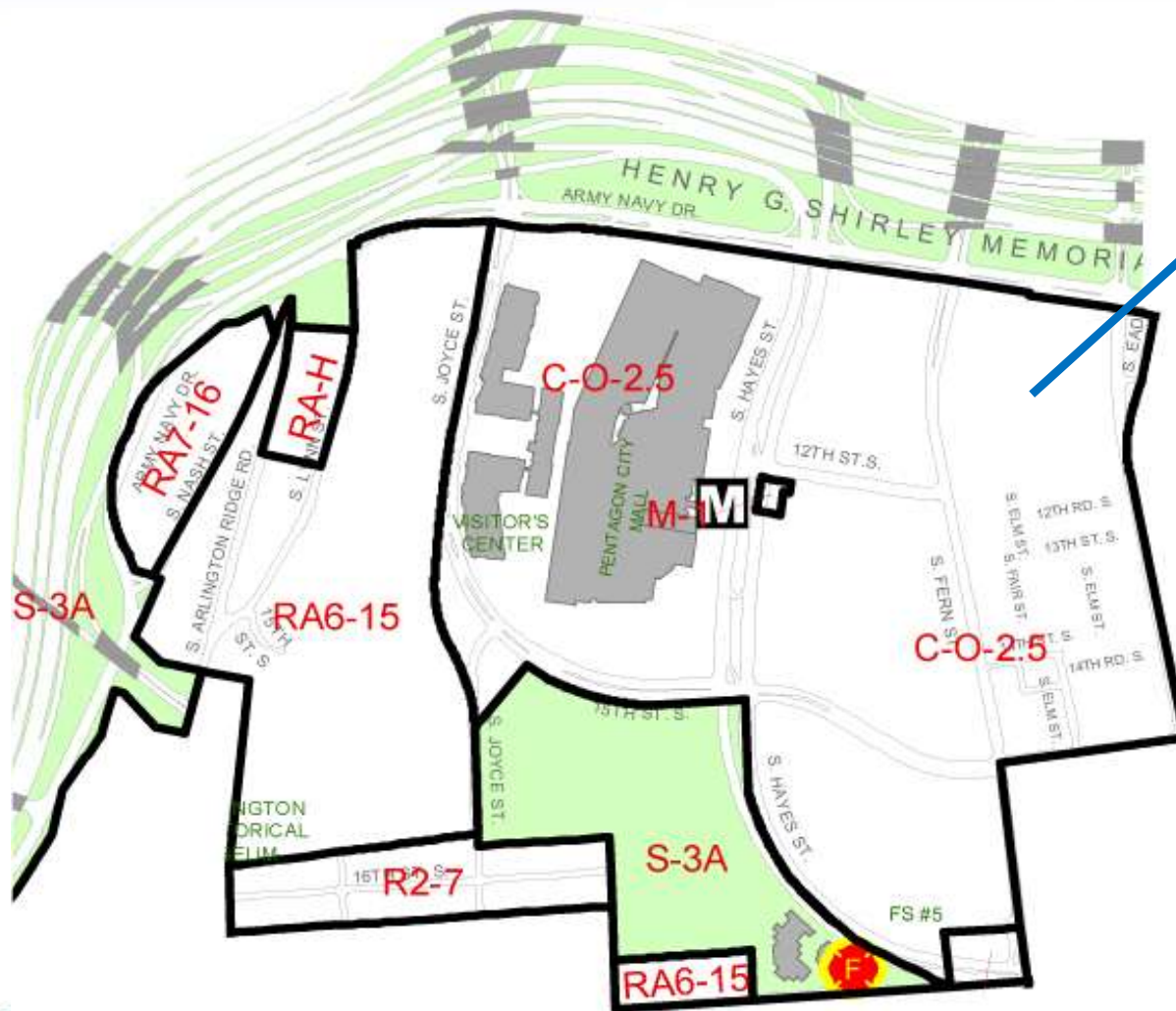
- Residential**
- Low
 - Low-Medium
 - Medium
 - High-Medium
- Commercial and Industrial**
- Service Industry
 - Public and Semi Public
- Public and Semi Public**
- Public
 - Semi-Public
- Office-Apartment-Hotel**
- Medium

0 300 600 Feet
1" = 600'



NOTE: 4. This area was designated a "Coordinated Development District" on 10/1/74

Zoning Designation



Parcel 1D

Density

1976 Pentagon City Master Development Plan

“Lowest densities should be in the south portion of the tract, adjacent to existing single-family neighborhoods.”

“Highest densities, including office buildings, commercial uses and hotels, should be in the north and east portions of the site for ease of access to major traffic arteries, and the Metro rail station.”

Density

2011 PenPlace Guiding Principles

C. Distribution of Densities and Height

1. The highest densities of the Pentagon City PDSP area should be planned for Parcel 1D given its close proximity to existing and future transit nodes, and given the site's distance from low-density residential areas.
2. Additional density should be considered for this site and could be achieved through TDRs/density transfers and the provision of extraordinary community benefits.

Surrounding Density



Density Amounts – Parcel 1D

Requested Density

300 Hotel Units

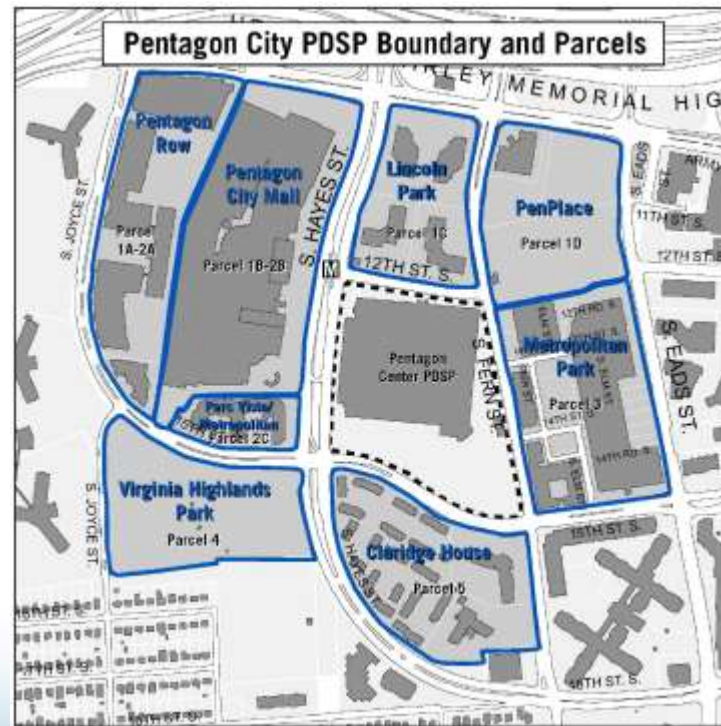
50,000 sf Retail

1,809,000 sf Office

Existing Density

882 Hotel Units (299 built)

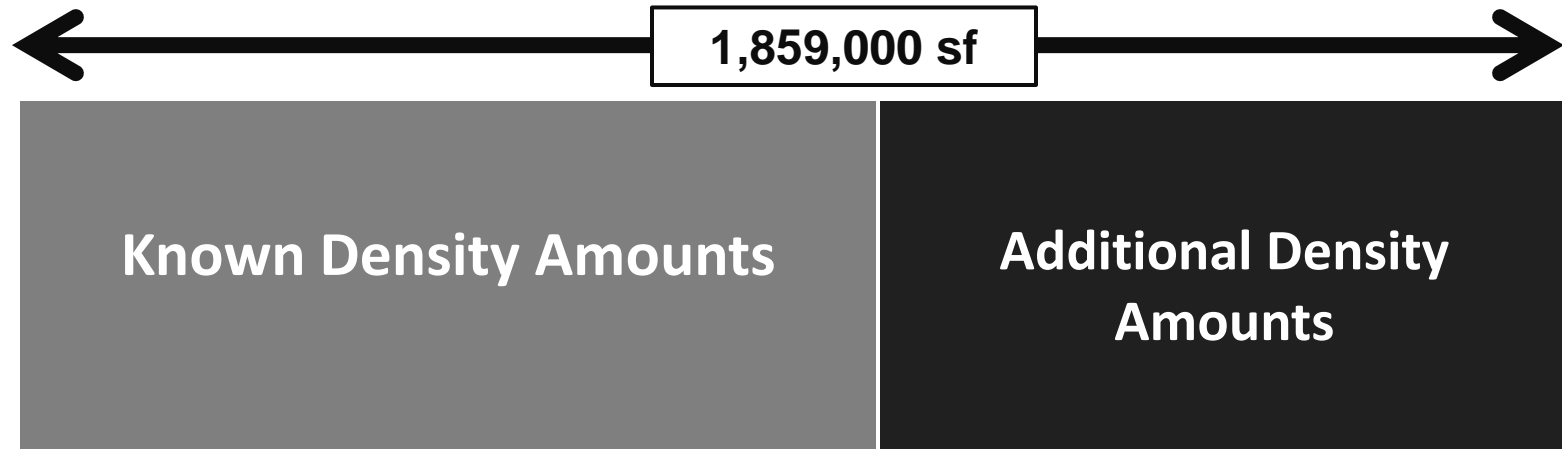
930 Residential Units



Requested Density Amounts

300 Hotel Units

+



Known Density Amounts

610,959 sf

TDR from North Tract

422,675 sf

Hotel unit
conversion

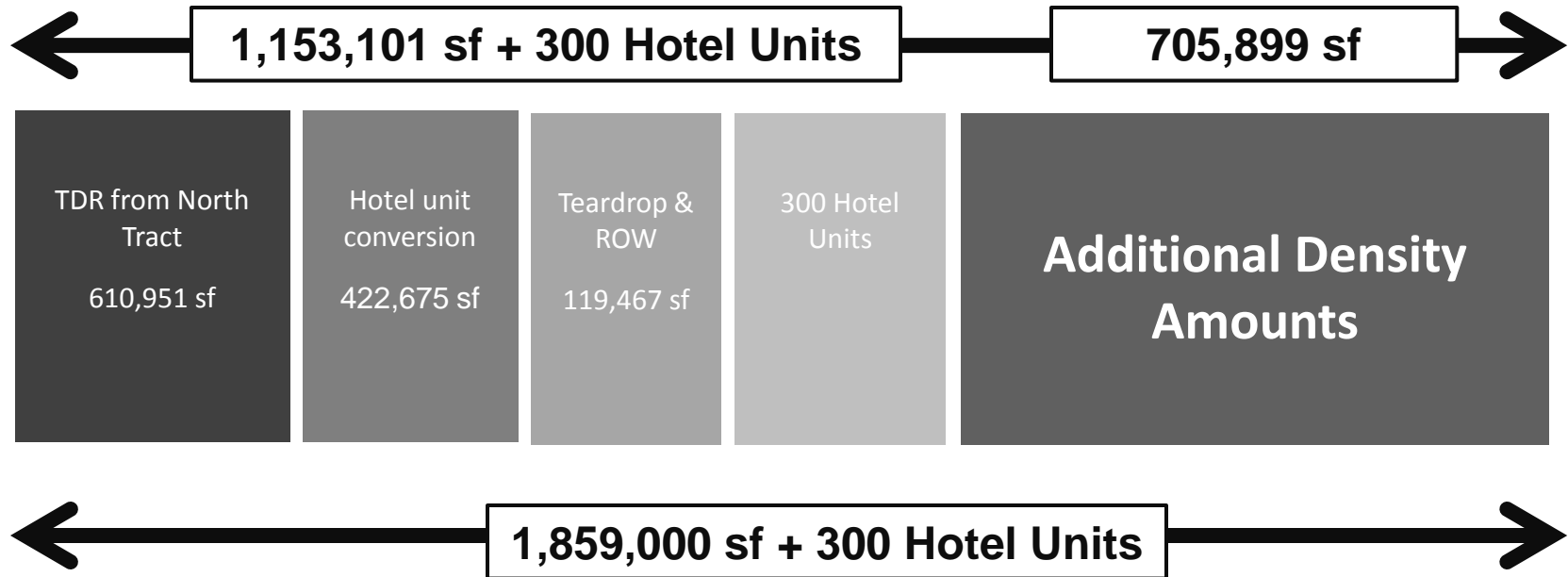
119,467 sf

Teardrop
& ROW

**300 Hotel
Units**

Total = 1,153,101 sq.ft. of GFA + 300 Hotel Units

PenPlace Density Amounts

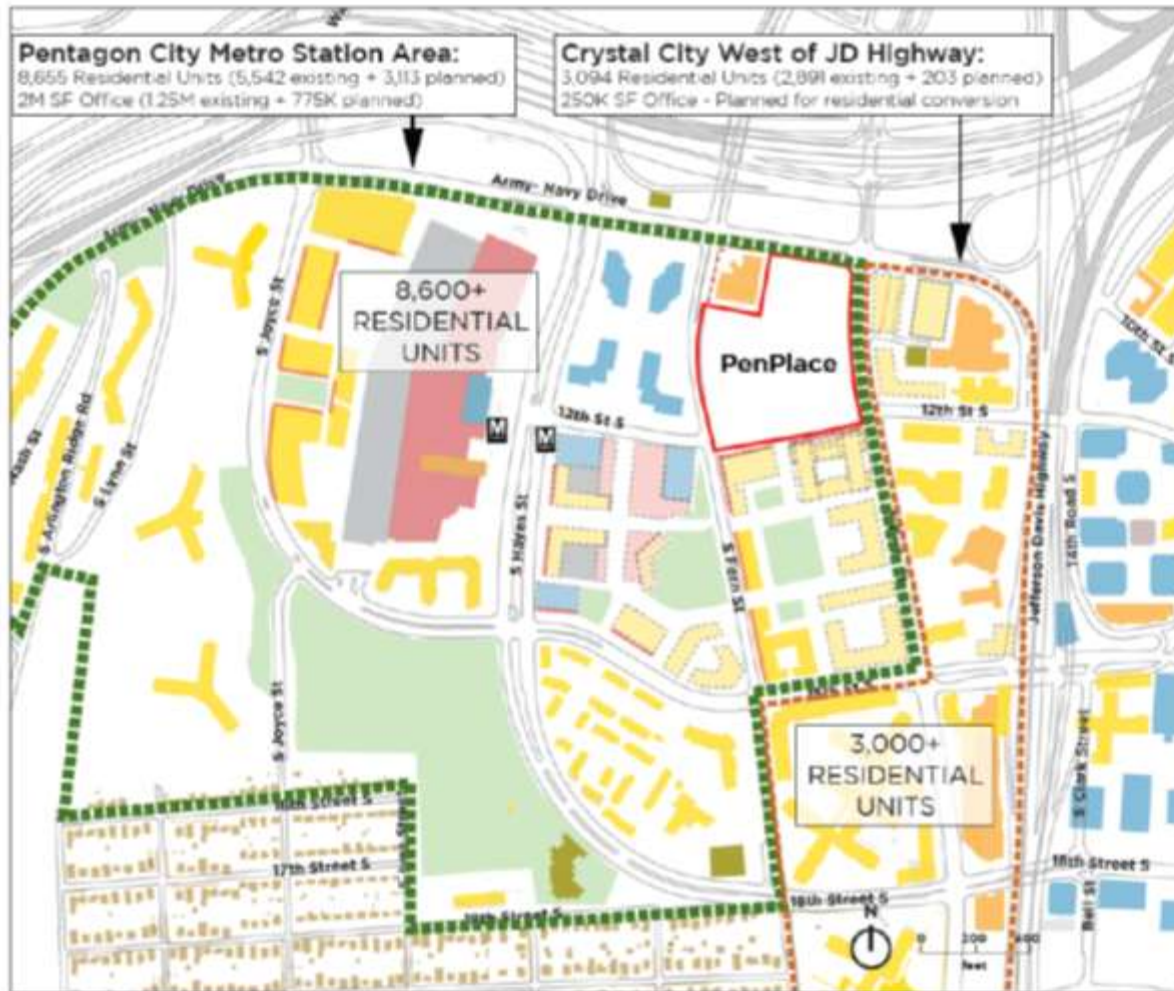


PenPlace Additional Density Amounts

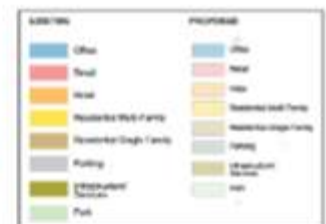
- TDR
- LEED
- ADU Bonus
- Community Facilities Bonus
- Open Space/Environmental Contribution

705,899 sf Gross Floor Area (GFA)

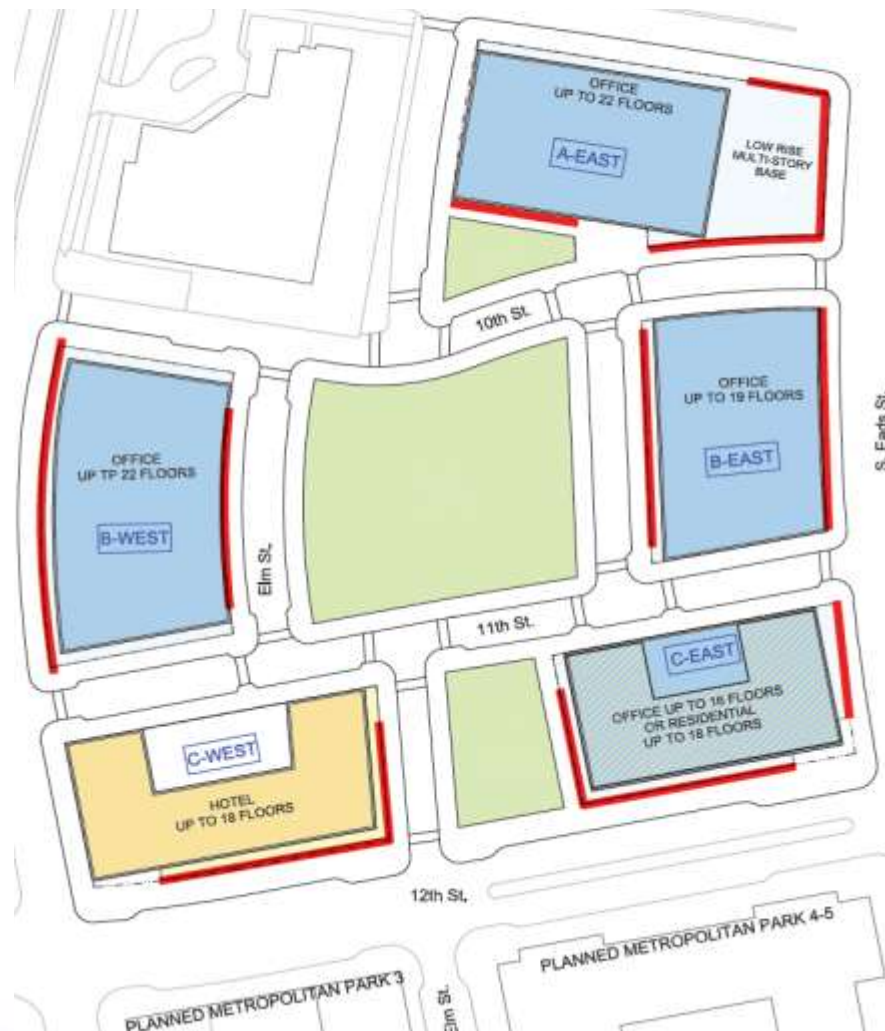
Land Use



Residential	63%
Office	15%
Retail	13%
Hotel	10%
Total	100%



Land Use



LEED / Sustainability

Office

- LEED Gold and LEED-EBOM (operations certification)
- 4-pipe hydronic heating/cooling for potential district energy (DE) connection

Residential/hotel

- LEED Silver
- Center domestic hot water for potential DE connection

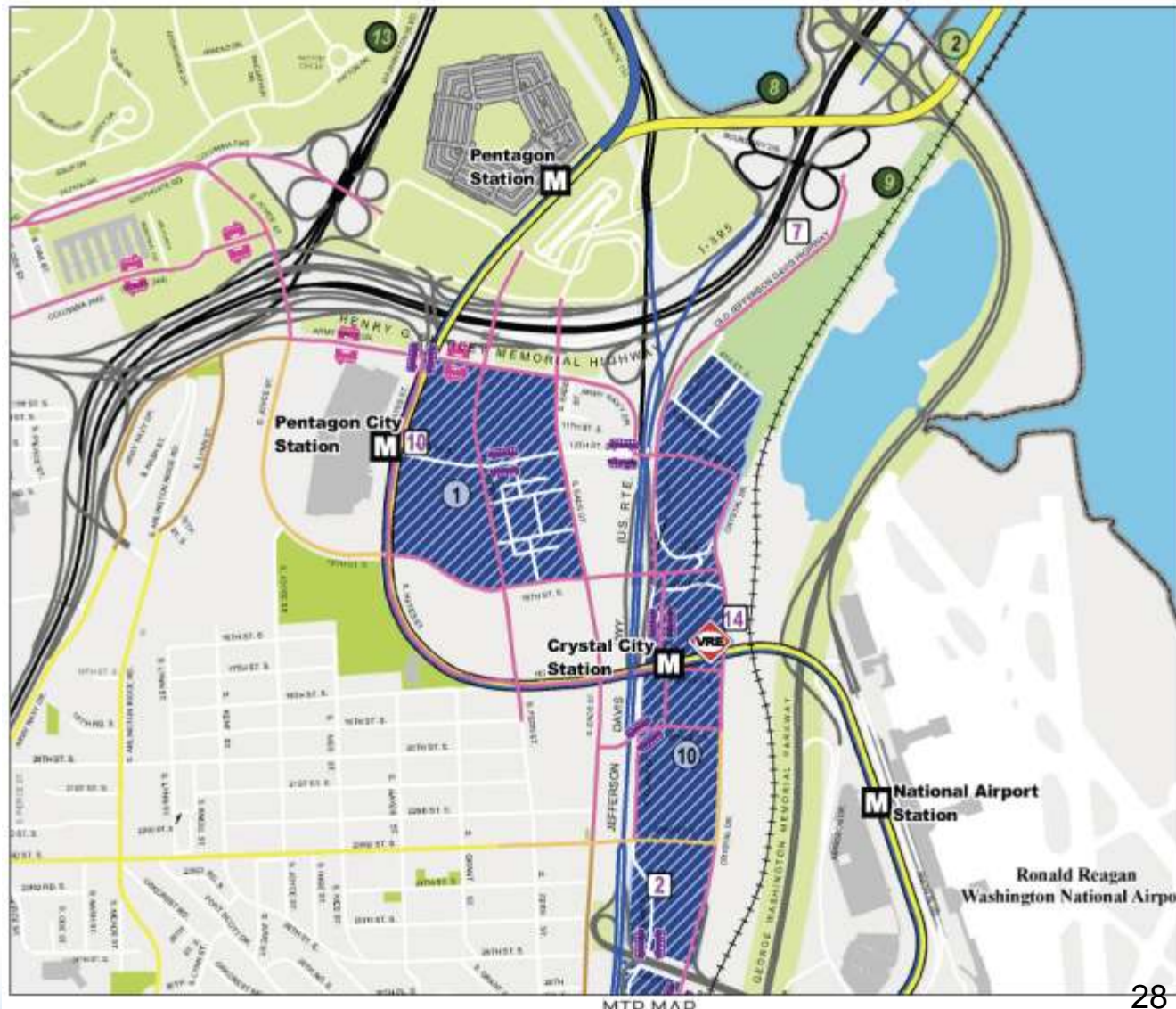
Each site plan

- Update concept plan to interconnect all buildings for potential future on-site DE system
- Meet with staff to evaluate innovative energy solutions (DE, solar, combined heat/power, etc.)

Existing Transportation Network: MTP

Master Transportation Plan (MTP)

- Identifies area as planned for new Streets
- 12th Street as part of the Primary Transit Network



Existing Transportation Network: Multi-Modal Network

Within ¼ Mile:

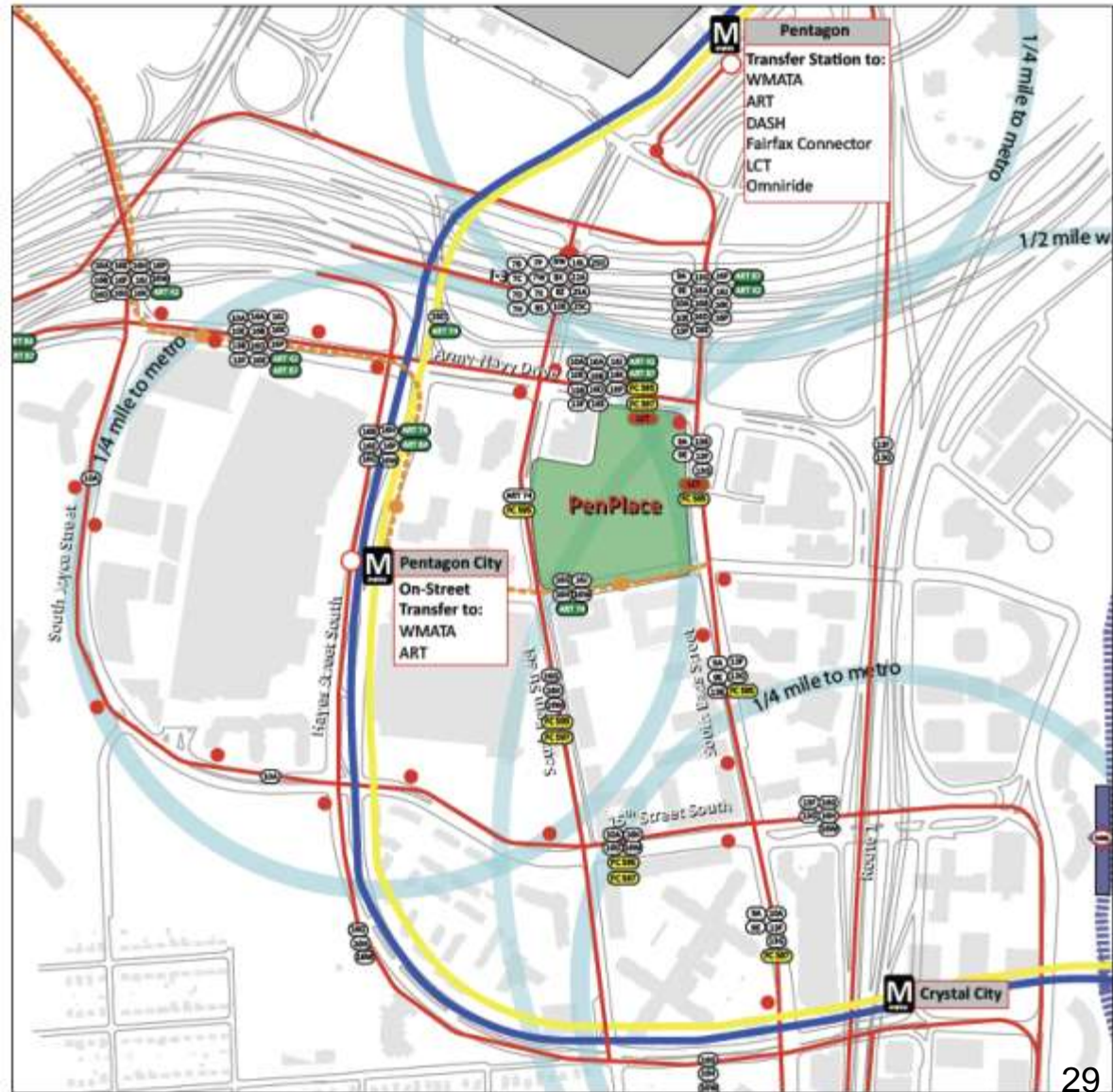
- Pentagon City Metrorail Station
- Future Streetcar Station
- Numerous Local and Regional Bus Routes
- I-395/I-395 HOV Facilities
- Route 1 and Route 110

Within ½ Mile:

- Pentagon Metrorail /Metrobus Transfer Center
- Crystal City Metrorail Station
- VRE – Crystal City Station

Approximately 1 Mile:

- Ronald Reagan National Airport
- Mount Vernon Bike/Ped Trail



Historic Traffic Count Data

Historic Daily Traffic Volumes for Roadway Segments Within and Adjacent to Pentagon City									
Street	Traffic Count Location	1952	Previous Year Counts			Current Counts			% Change 2000 to 2009
			1980	1990	2000	2009			
Urban Center Arterial Traffic Counts									
15th St	between Hayes St and Fern St	NA	8,800	13,400	16,100	14,900	69%	11%	-7%
15th St	between Fern St and Jeff Davis Hwy	NA	10,300	16,800	21,200	16,300	58%	-3%	-23%
23rd St S	between Jeff Davis Hwy & Crystal Dr	NA	9,500	15,700	13,000	11,500	21%	-27%	-12%
S Eads St	between Army Navy and 15th St	NA	6,900	13,200	13,200	12,700	84%	-4%	-4%
S Eads St	between 18th St and 23rd St	825	11,600	14,200	14,300	12,700	9%	-11%	-11%
S Eads St	between 23rd St and Fort Scott Dr	616	7,400	9,800	10,400	11,000	49%	12%	6%
S Fern St	between 15th St and 20th St	325	2,900	3,800	4,500	4,600	59%	21%	2%
S Hayes St	between Army Navy Drive and 15th St	NA	12,100	16,600	24,600	24,000	98%	45%	-2%
S Hayes St	between 15th St and S Fern St	NA	6,300	9,200	11,700				
S Joyce St	between Army Navy Drive and 15th St	NA	4,800	6,300	8,800	11,100	131%	76%	26%
Non-Urban Center Arterial Traffic Counts									
23rd St S	west of Arlington Ridge Rd	1,420		2,400	2,800	3,200		33%	14%
23rd St S	between Hayes St & Ives St	4,329	8,200	9,600	7,500	7,100	-13%	-26%	-5%
23rd St S	between Ives St and Jeff Davis Hwy	5,037			8,100	7,100			-12%
S Arlington Ridge Rd	between I-395 and 23rd St S	13,690	12,900	13,200	16,000	14,300	11%	8%	-11%
S Arlington Ridge Rd	between Lang and 23rd	10,555	15,400	15,500	15,300				
S Arlington Ridge Rd	between Glebe and Lang (28th - Lang 1952)	9,871	10,500	10,800	12,000	8,100	-23%	-25%	-33%
S Fern St	between 20th St and 23rd St (21st to 22nd 1952)	872	3,300	4,800	5,400	5,100	55%	6%	-6%
S Fern St	between 23rd St and 26th Rd	230			800	600			-25%
Notes: #,### - Data from Arlington County Department of Environmental Services Traffic Count Program #,### - Traffic volume estimates for years when data was not collected. The majority of the current traffic counts collected in this area occurred in 2009, when locations were not counted in 2009 data was interpolated from 2007 and 2011 counts.									

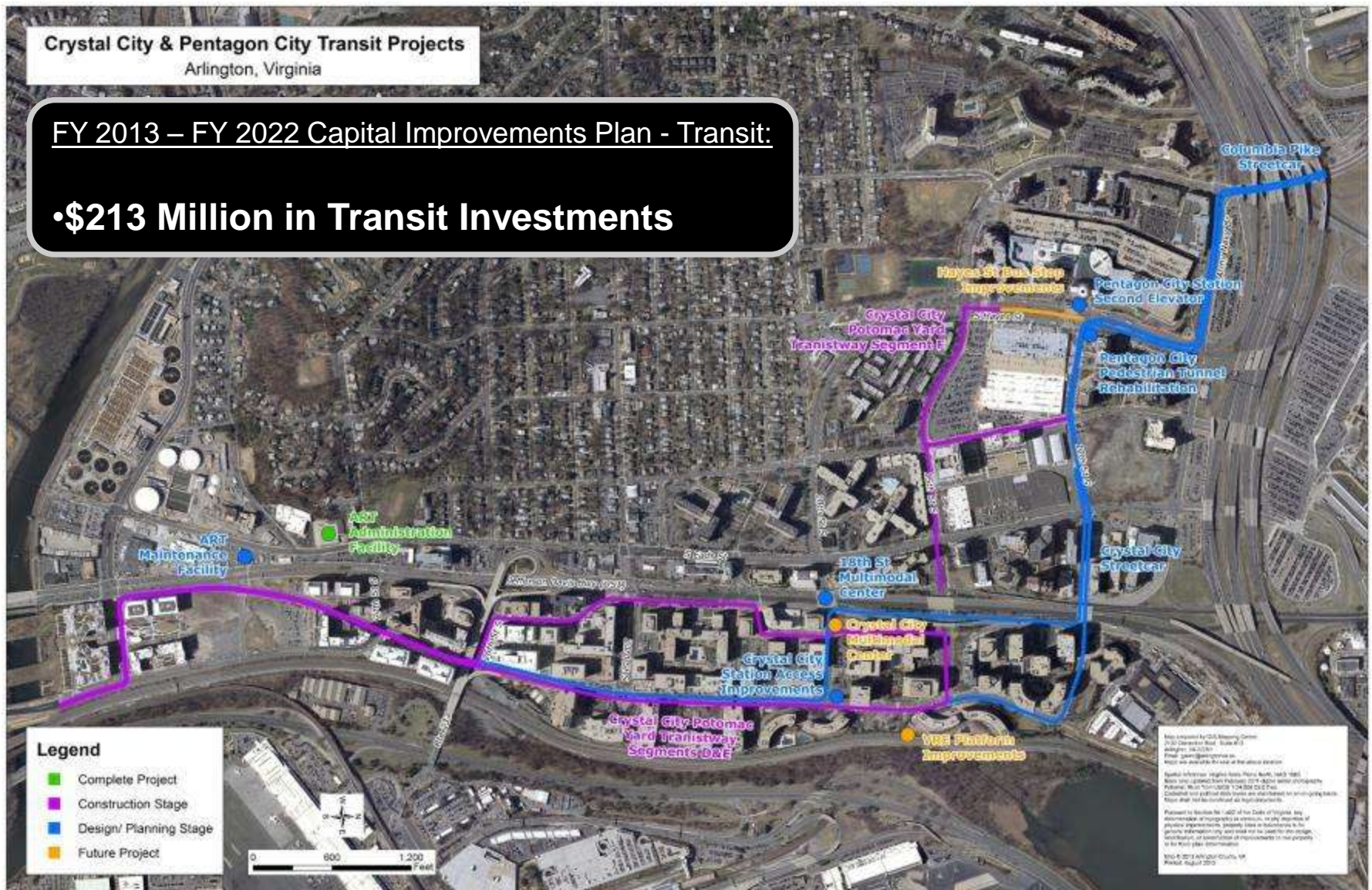
24 Permanent Count Station in 22202 Prior to First Development on PenPlace PDSP

Transportation Infrastructure in CIP for 22202

Crystal City & Pentagon City Transit Projects Arlington, Virginia

FY 2013 – FY 2022 Capital Improvements Plan - Transit:

•\$213 Million in Transit Investments

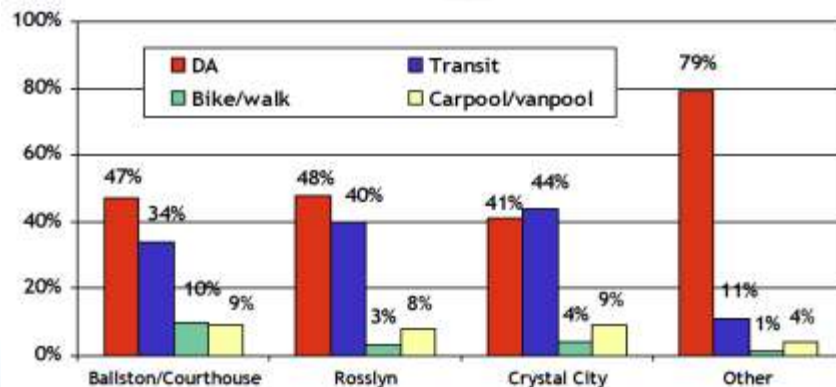
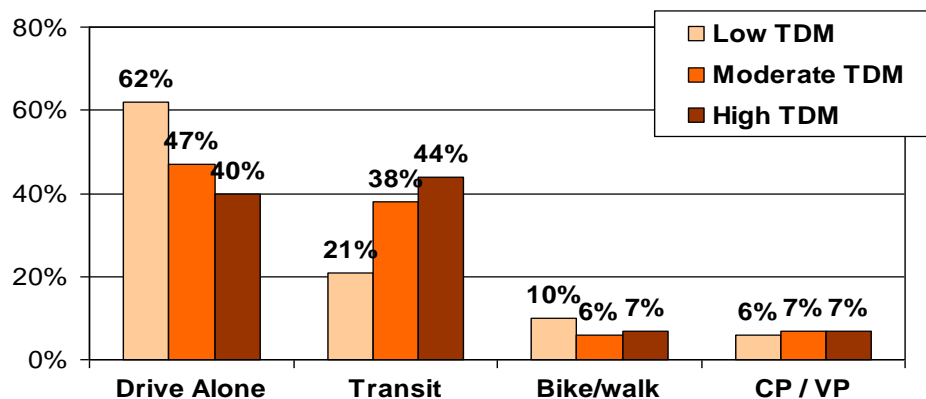
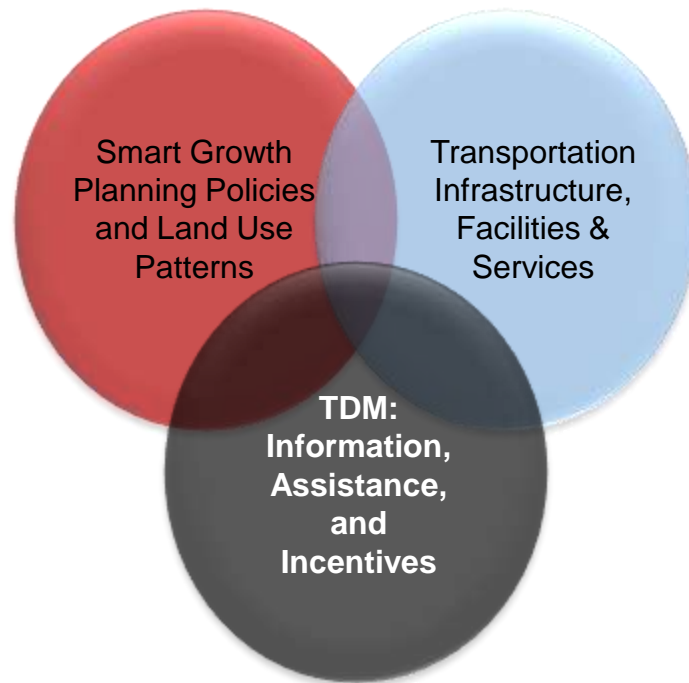


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Transportation Demand Management

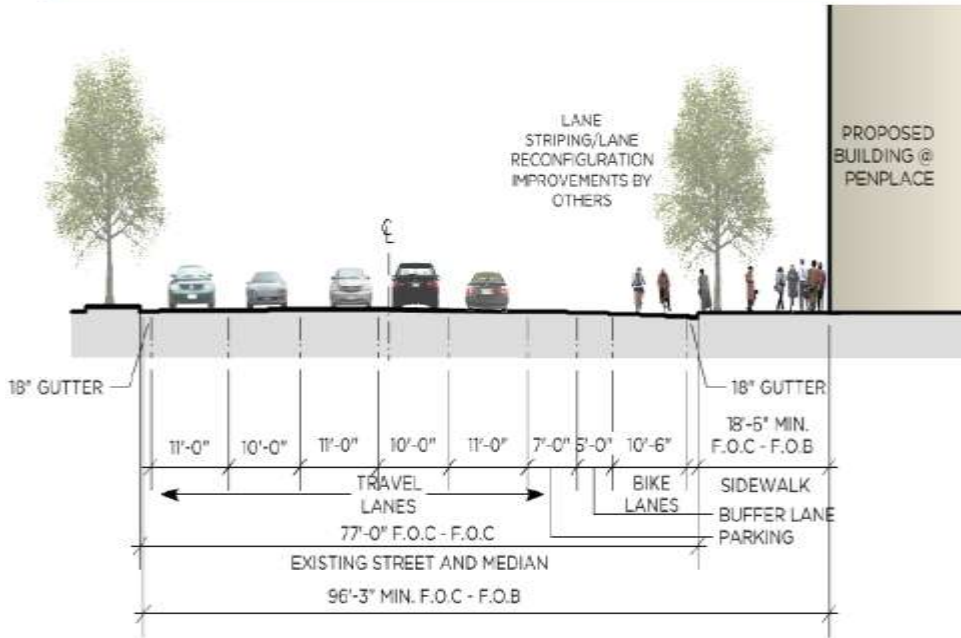
TDM Plans to Approved for Each Final Site Plan.

Performance Monitoring included for each building and the **PDSP** for the life of the site plan.



Army Navy Drive Cycle Track

STREET SECTION: ARMY NAVY DRIVE

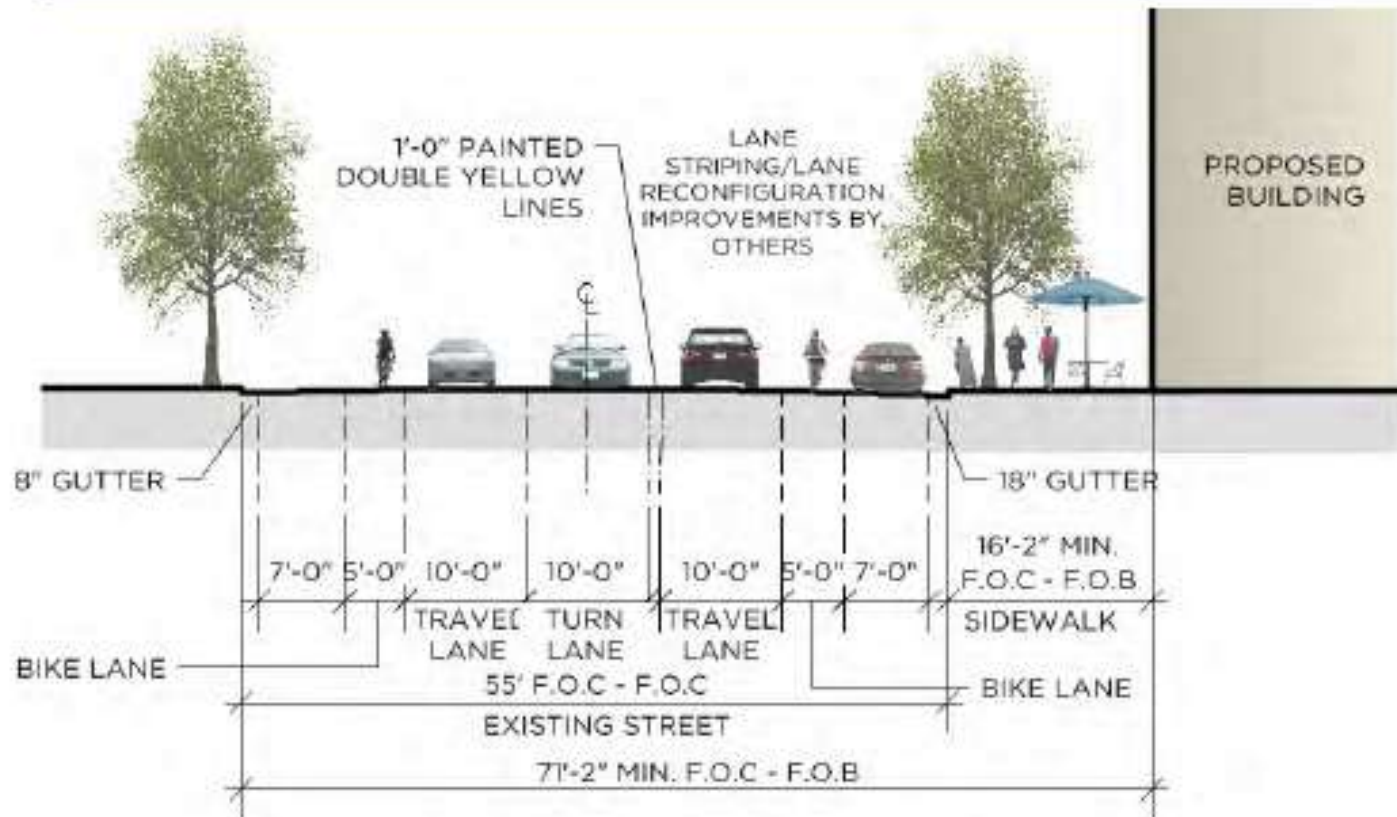


Existing Army Navy Drive

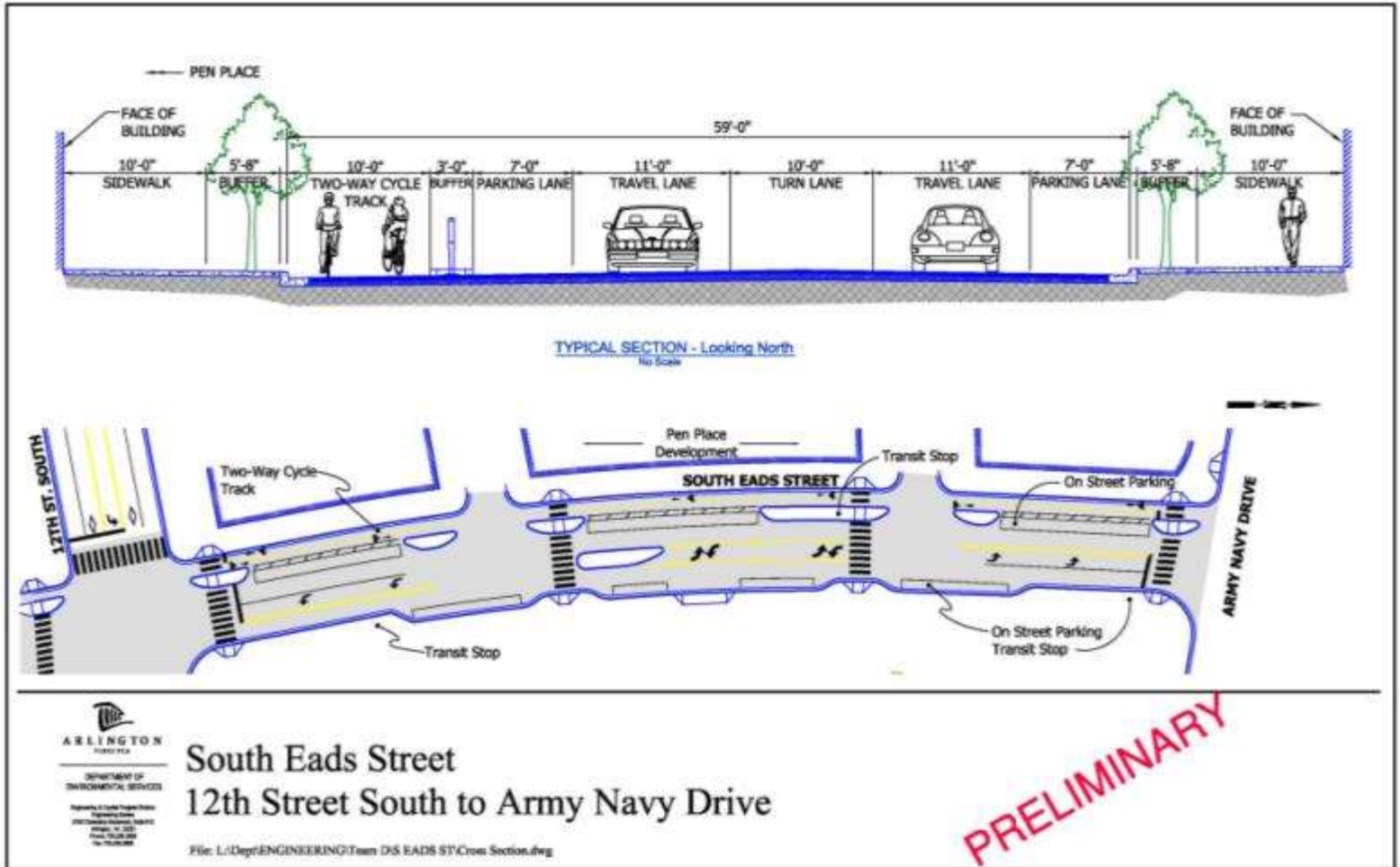


South Eads Street Cycle Track

STREET SECTION: EADS STREET



South Eads Street Cycle Track



Parking Ratios

Applicants Proposal

Office/Retail = 1 space per 900 sq. ft. GFA

Hotel = 0.5 spaces per Room

Residential = 1 space per Unit

Staff Recommendation for Office/Retail

- Set Parking Maximum at 1 space per 1,000 sq. ft. GFA
- Minimum Parking at 1 space per 1,000 sq. ft. GFA
- Allow minimum parking to be further decreased at the time of Final Site Plan Approval based on the current policies for reducing commercial parking.

Key Transportation Elements of the PDSP

With Approval of PenPlace

- 12th Street right-of-way to be dedication;
- 12th Street to be constructed timed generally with Met 4&5;
- Teardrop parcel is dedicated to the County for a potential; Streetcar Operations and Maintenance Facility;
- Eads Street to be improved with a new asphalt sidewalk from Army Navy Drive to 12th Street South.

With Approval of Final Site Plans

- Construction of new internal street grid;
- Improve sidewalks and streetscape on all frontages;
- Transit oriented public open space;
- TDM and performance monitoring.

Urban Design Framework – Design Guidelines

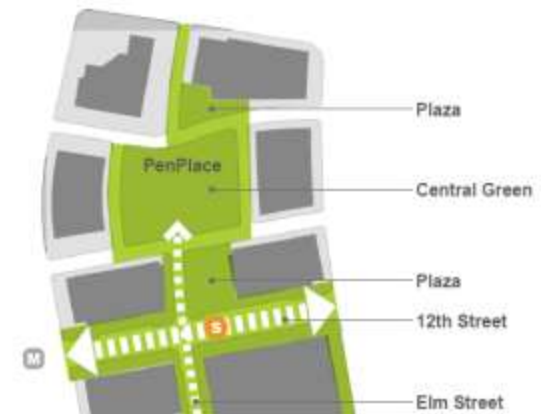
DRAFT
AUGUST 28, 2013



FX FOWLE / LAB

PenPlace DESIGN GUIDELINES

VORNADO
CHARLES B. SMITH



Urban Design Framework – Design Guidelines

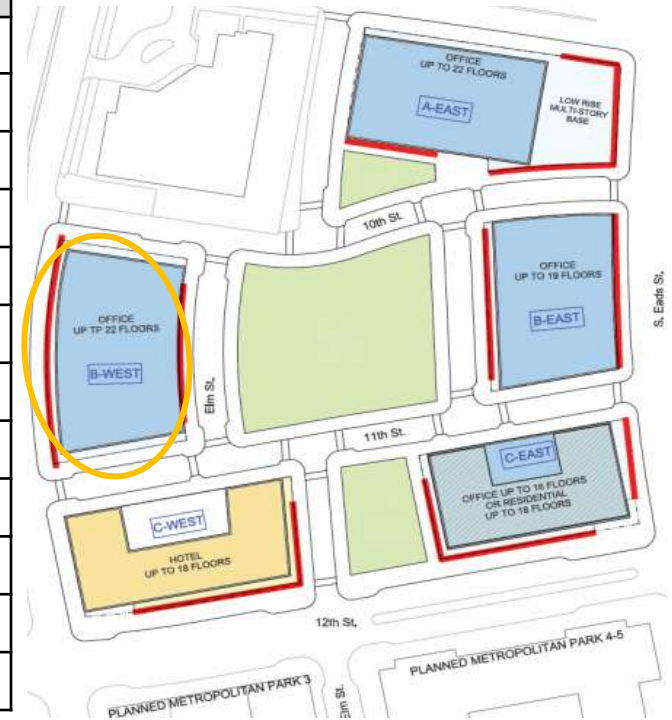
Core Elements:

1. Transportation / Streets
2. Open Space
3. Buildings / Architecture
4. Appendix addressing a Secure Facility

Design Guideline Follow-up: In accordance with Condition #98

Secure Facility – Elements for Consideration

PenPlace – Elements for Consideration in Siting a Secure Facility	
1.	Building standoff distances
2.	Moving planned or built streets
3.	Closing planned or built streets to vehicular traffic
4.	Adjusting the location and size of secure office building footprints
5.	Adjusting adjacent building footprints
6.	Limitations on ground floor uses
7.	Changes to building design/architecture for the purposes of building hardening
8.	Secure parking with limited to no public parking
9.	Adjustments to parking ratios that result in reduced parking
10.	Moving the location of planned open space
11.	Design and use of the planned open space
12.	Reduction of total land area of publicly-accessible open space



Issues for Discussion

1. TDR sending site
2. Parking Ratio
3. Residential option
4. Final Design Guidelines

Staff Recommendations

1. Approve the “Teardrop Parcel” as a TDR sending site
2. Approve PenPlace as a receiving site for the TDR density from the “Teardrop Parcel”
3. Approve PenPlace as a receiving site for the TDR density from the “North Tract”
4. Take No Action to certify PenPlace as a TDR sending site
5. Approve the PDSP Amendment request, as recommended